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29 Apr 1980, AGO d/a ltr; AGO d/a ltr 29 Apr 1980	

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (2 May 69) FOR OT UT 691149

7 May 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d Combat Support Aviation Battalion, Period Ending 31 January 1969 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham
KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 223D COMBAT SUPPORT AVIATION BATTALION
APO San Francisco 96238

AVGD-DE

12 February 1969

SUBJECT: Operational Report of 223rd Combat Support Aviation Battalion
for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

SEE DISTRIBUTION

1. Section 1. (C) Operations: Significant Activities.

a. (C) General.

(1) During the reporting period, the 223rd CSAB continued to provide fixed-wing aviation support to the US and Free World Forces located primarily in the II Corps Tactical Zone, Republic of Vietnam. This support was rendered utilizing the assets of one (1) Utility Airplane Company, four (4) Reconnaissance Airplane Companies, and one (1) Surveillance Airplane Company. Changes in the organization of units within the Battalion were implemented on 27 Jan 69, in accordance with GO 77, HQ DA, USARPAC. A current organizational chart is reflected in inclosure # 1. The 223rd CSAB flew a total of 28,766 hours of combat support during this report period.

(2) The 18th UAC continued to support its mission requirements in all four of the Corps Areas within the Republic of Vietnam. The reorganization under MTOE 1-257F, implemented 27 Jan 69, dissolved the third flight platoon and the 256th Transportation Detachment (D5). The company was reorganized into two (2) flight platoons-four sections-vice three platoons. Selected personnel from the 256th Transportation Detachment were absorbed by the Company Service Platoon and the rest were reassigned. The reorganization resulted in a net loss of forty (40) personnel to the company. The transfer of the four (4) RU-1A aircraft, equipped for radio relay missions, to the 2nd Signal Group, 1st Signal Brigade, eliminated that requirement from the company mission. The 18th UAC flew a total of 3173 combat support hours while maintaining a 78.8% aircraft availability rate for this reporting period. New bunkers have been constructed and land line communications among the bunkers improved. The recreation area has been lighted to facilitate the playing of basketball and volleyball at night. Medical care is provided to local Vietnamese, on a limited basis, through the continuous liaison of the 163rd Medical Detachment.

(3) The 183rd RAC continued to perform its assigned mission by supporting MACV, Company E/20th Infantry, 3rd Bn/503rd Infantry, 101 Airborne Division, 41st Artillery Group, and the IFV Recon School. The 183rd

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12 February 1969

SUBJECT: Operational Report of the 223rd Combat Support Aviation
Battalion for Period Ending 31 January 1969, ACS CSFOR-65 (R1) (U)

has flown 5090 accident-free hours during this report period and has maintained an aircraft availability of 86%. Reorganization under MTOE 1-257F, PAC 1/68, had no significant changes on this unit.

(4) The 185th RAC supported MACV, Special Forces Detachments B-50 and B-23, and Forward Observation Bases, and IFV during this reporting period. Missions remained the same, with the company accruing 5195 hours in support of counterinsurgency operations in II Corps. The implementation of MTOE 1-257F caused no major reorganizational changes. During this period, the 2nd Section, 2nd Platoon, was attached to the 3rd Platoon, located at San Me Thuet, in order to provide radio relay support to FOB-5. This unit is continuously improving its defensive perimeter as a result of the frequent mortar and rocket attacks launched against the airfield.

(5) The 203rd RAC continued its support of the visual reconnaissance program in the Binh Dinh and Phu Yen Provinces, artillery adjustment for the 41st Artillery Group, and radio relay and general support for elements of Company E/20th Infantry. Although the unit has been reorganized under MTOE 1-257F, there have been no major changes. Construction in the cantonment area continued with completion of the unit's day room and motor pool. The 203rd RAC flew a total of 4,735 hours of combat and combat support during the reporting period and achieved a 92.3% aircraft availability rate.

(6) The 219th RAC continued its primary mission of visual reconnaissance in Kontum and Pleiku Provinces. The company supports the 4th Infantry Division, the 52nd Artillery Group, and ARVN and US Forces operations. The physical appearance of the unit Mess Hall was greatly improved during this reporting period. The company was reorganized under MTOE 1-257F, with no significant change to the unit's organization. The 219th RAC flew a total of 88,191 combat and combat support hours while maintaining an aircraft availability rate of 80.8%. The unit experienced the tragic loss of two of its aviators on 9 January 1969, when Captain Thomas Shafer and 1/Lt Lynnford Higley were involved in a mid-air collision, while jointly supporting the 52nd Artillery Group over the area of Duc Lap, in Quang Duc Province, RVN. Collision was a result of hostile fire.

(7) During this period, the 225th Surveillance Airplane Company continued to provide visual, photographic, infrared and SLAR aerial surveillance throughout the II Corps area. Missions were flown in support of all allied units to include the 173rd Airborne Brigade, 4th Infantry Division, II ARVN Corps, Task Force South, and the Korean Capital and Tiger Divisions. The 225th reorganized under MTOE 1-128T. The major change brought about by the MTOE was the assimilation of the 821st Signal Detachment and the 589th Transportation Detachment into the Company. These formerly were in direct support. Concurrently with performing its surveillance mission, the 225th has continued "self-help" projects to improve its defensive

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SUBJ CT: Operational Report of the 223rd Combat Support Aviation
Battalion for Period Ending 31 January 1969, RCS CSFQ-65 (R1) (U)

posture and the living conditions of the troops. To provide for more off-duty relaxation, a model airplane shop has been constructed and a dark room is being built to enable personnel to develop their own film and print their own photographs. The 225th has completed 14,800 accident free flying hours over a twenty-one month period; tops in Vietnam. During this reporting period, the maintenance section maintained an aircraft availability rate of 87.0%, while the unit totaled 2,122 combat and combat support hours.

b. (C) Personnel.

(1) Current status of 223rd CSAB personnel (See Inclosure # 2).

(2) The significant personnel changes within the command and principal staff during the last quarter are as follows:

(a) Major John D. Michael, IN, 083761, assumed command of the 183rd RAC on 30 January 1969 vice Major Bobby L. Owens, IN, 090997.

(b) Major Forrest H. Williams Jr., FA, 076752, assumed command of the 203rd RAC on 7 January 1969 vice Major Thomas R. Howell, TC, 072736.

(c) Major Charles R. Brazeale, FA, OF102145, assumed command of the 219th RAC on 13 December 1968 vice Major James L. Kidd, IN, OF109581.

(d) 1st Lt Charles G. Vail, IN, 05239125, assumed command of the HHC, 223rd CSAB on 31 January 1969 vice Captain John M. Stacy FA, 05424865.

(e) Captain Thomas E. Higdon, IN, OF108198, assumed the duties as Battalion S1 on 1 December 1968 vice CW4 Donald W. Yockey, Avn, W2151425.

(f) Major Ronald N. Peterson, IN, OF106770 assumed the duties as Battalion S3 on 27 January 1969 vice Major John D. Michael, IN, 083761.

(g) Captain James L. George, IN, 05318449 assumed the duties as Battalion S4 on 23 January 1969 vice Major Ernest W. Goebel, FA, 04018297.

(h) Captain Thomas B. Pridgen, Ch, 0233257 assumed the duties as Battalion Chaplain on 3 January 1969.

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(3) Casualties: The Battalion casualties for the period were two (2) killed, and three (3) wounded, as indicated below:

GRADE	KILLED <u>IN ACTION</u>	KILLED <u>NON-HOSTILE</u>	WOUNDED <u>IN ACTION</u>	WOUNDED <u>NON-HOSTILE</u>
OFFICER	2	0	2	1
WARRANT OFFICERS	0	0	0	0
ENLISTED MEN	0	0	0	0
223rd CSAB	2	0	2	1

(4) Awards: Members of the 223rd CSAB received the following awards during this reporting period.

Distinguished Service Medal	0
Silver Star	0
Legion of Merit	0
Distinguished Flying Cross	3
Soldier's Medal	0
Bronze Star (Service)	31
Bronze Star (Achievement)	0
Air Medal	87
Air Medal Clusters	361
Air Medal (Valor)	1
Army Commendation Medal (Service)	45
Army Commendation Medal (Achievement)	0
Army Commendation Medal (Valor)	0
Purple Heart	3

c. (C) Intelligence:

The 223rd Combat Support Aviation Battalion reported 7,763 significant sighting during this reporting period; 5,440 significant sightings from the four (4) RAC Companies and 2,323 IR and SLAR sensor equipment sightings from the 225th SAC.

d. (C) Operations:

(1) A marked increase in operations supported by units of the 223rd Combat Support Aviation Battalion was evident during this reporting period.

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(2) The most notable operation involved the 225th SAC in the Plei Trap Valley (northwest sector of II Corps). While on an assigned mission on 6 November 1969, Major Laritz of the 225th SAC, discovered a tank moving across a river and into a tree line. Further reconnaissance of the area revealed a total of 4 tanks and 20 trucks in the immediate vicinity. This was reported to the 4th Infantry Division and the pilot remained in the area to adjust artillery and direct airstrikes. As darkness fell, headlights of more vehicles were observed to the west. Throughout the night B-52 Bombers and artillery delivered ordnance into the area. This one mission initiated a surveillance emphasis on this section of the Corps area, and all three systems were employed to detect enemy activity in the area. Photography showed attempts to by-pass craters in the roads and hasty bridge construction. Additional airstrikes and artillery fire have left the road impassable to vehicles.

(3) A resume of operations is found in inclosure # 4.

e. (C) Training: The 223rd Combat Support Aviation Battalion has completed its quarterly mandatory training requirements. Additional emphasis and training has been placed in the areas by the unit indicated.

(1) Each unit continued to conduct OJT of selected personnel in the occupational specialty where manning levels are, or are projected to be critical (71P20, 35K20).

(2) All RAC units of the 223rd Combat Support Aviation Battalion are presently conducting aerial observer schools for selected personnel.

(3) The 18th UAC transitioned seven (7) pilots into the U-1A aircraft, completed in-country check outs for three (3) new aviators, and successfully trained three (3) unit instructor pilots.

(4) The 185th RAC conducted 195 hours of aviator training in the form of standardization flights, new aviator orientation training and U-6A transition. Familiarization firing of the 81MM mortar was conducted under the instruction of the 5th Special Forces Group (FOB-5), located at Ban Me Thuat, RVN.

(5) The 225th SAC continued individual training and cross training in the area of avionics. Field Services Representatives from Motorola, Lycoming, HRB Singer, Grumman, and Canadian Marconi have cooperated to the maximum on training personnel to maintain the many complex systems found in the OV-1.

(6) Thirteen (13) officers within the 223rd CSAB attended and successfully completed jungle survival training, at either the Air Force Pacific Jungle Survival School or the Navy Jungle Environmental School.

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SUBJ CT: Operational Report for the 223rd Combat Support Aviation
Battalion for Period ending 31 January 1969, AOC CSFOR-65 (21) (U)

f. (U) Civil Affairs.

(1) The 223rd CSAB sponsored several Christmas programs for Vietnamese orphanages and medical-care centers. The most noted of these projects was supported by the school children of Rolla, Missouri and provided needy children with Christmas decorations, toys, and other gifts.

(2) The 18th UAC, through the first platoon in Da Nang, continued their support to the Vietnamese orphanage in Da Nang. A Christmas party was conducted for the children, and toys were distributed.

(3) The 135th RAC distributed decorations and toys to children of the Evangelical Church of Ban Me Thuot at a Christmas Eve service.

(4) The 223rd CSAB Chaplain has delivered eighteen (18) cases of soap to the Leprosarium in Qui Nhon; in addition to distributing clothes, received from state-side schools and churches, to the poor in the Qui Nhon area.

2. Section 2 (C) Lessons Learned: Commanders Observations, Evaluations, and Recommendations.

a. (U) Personnel: None

b. (C) Operations: Infrared Surveillance Targets.

(1) OBSERVATION: In the past, infrared targets had been assigned as large block targets, (15km X 30 km), necessitating numerous passes over the same area in order to cover the target.

(2) EVALUATION: It was requested during the surveillance conference conducted by the 225th SAC on 21 and 22 November 1968, that supported units decrease the size of infrared targets in order to gain more specific intelligence when these targets were flown. It was decided to go from block type targets to strip targets. When flying block-type targets over mountainous terrain, it was necessary to fly 4,000 to 5,000 feet above some valleys in order to maintain terrain clearance at night. This is far above the optimum altitude for infrared surveillance. Also, it was observed that on numerous occasions, fires were being extinguished on the ground after the aircraft made the first of seven or eight passes over the area. By flying strip targets, the pilot is able to maintain 1,000 - 1,500 feet AGL and obtain better and more specific imagery. The element of surprise is also gained since the aircraft makes only one pass over the target. A somewhat hidden benefit of the strip target is that the supported unit is forced to base his request on more specific intelligence and in return receives more specific

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Battalion for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

information. Because of the smaller targets, the aircraft is able to sample more areas in a given period of time and provide surveillance over a greater part of the II Corp Tactical Zone.

(3) RECOMMENDATION: Use of strip targets in infrared surveillance should be continued as it provides the requestor with more detailed information.

(4) COMMAND ACTION: It has been recommended to supported units, that utilization of strip targets in infrared surveillance will result in much more specific information than does the large area target.

c. (U) Training. None

d. (U) Intelligence. None.

e. (U) Logistics. Avionics Supply.

(1) OBSERVATION: Avionics repair parts continue to lag far behind the requisition time, causing a problem in keeping flyable aircraft mission ready.

(2) EVALUATION: During this reporting period, 90% of the OV-1 aircraft were maintained in a flyable status; however, due to avionics, the mission ready average was only 55%. The major portion of this figure is due to lack of repair parts. As the following examples illustrate; two aircraft were EDP for two (2) months because of ID-883's (Compass Amplifiers). Compass amplifiers cannot be direct exchanged, but must be turned-in for repair, which can only be accomplished in CONUS. Several aircraft are short gyros. TACAN's are authorized for all aircraft, but at present are only installed in four (4) aircraft. Lastly, the "Repair and Return to User Program" causes excessive delays, estimated 4 to 6 months for the repair of gyros, amplifiers, and other components.

(3) RECOMMENDATION: The stockage level of avionics repair items and components for the OV-1 and its associated sensor systems should be increased. Then, if a component must be repaired outside the unit, the component should be direct-exchanged with a resulting increase in the "mission ready" status of the aircraft.

(4) COMMAND ACTION: An avionics conference was convened at Phu Hiep on 26 November 1968, by LTC Landry, CO 14th Trans Bn, with the express purpose of discussing avionics support problems of the 225th S&C. Representatives from 34th GP (GS), 79th Transportation Co, USARV Avionics, 17th CAG, and 223rd CSAB were present. Problems were identified, discussed, and responsible agencies were tasked to find a solution. A second conference

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SUBJECT: Operational Report for the 223rd Combat Support Aviation
Battalion for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

held 21 January 1969, revealed that many repair parts had been received and the "mission ready" status of the OV-1 aircraft had improved. The results of these two meetings strengthened the claim that the "Repair and Return to User Program" was, to date, ineffective as far as support for OV-1 peculiar avionics was concerned.

f. (U) Organization Maintenance Line Chief

(1) OBSERVATION: There exists under the new TOE 1-128T a need for a maintenance line chief (67H40).

(2) EVALUATION: The crew chiefs of a surveillance airplane company are under the supervision of the appropriate platoon leader (infantry, or SLR) according to the TO&E. There is no one, EM, NCO, or Officer in these platoons maintenance trained, and in effect, there is no maintenance supervision for the crew chiefs. This problem has been remedied by taking one of the 67H40's from the Service Platoon and making him the direct supervisor of the crew chiefs. Since this has been accomplished, 1st echelon maintenance has improved greatly.

(3) RECOMMENDATION: TO&E 1-128T should be revised to authorize a maintenance line chief (67H40) to supervise the crew chiefs within the platoons.

(4) COMMAND ACTION: To improve immediate needs, for additional maintenance supervision, one (1) 67H40 was reassigned from the Service Platoon to supervise all crew chiefs.

g. (U) Other.

(1) Maintenance. Corrosion on O-1 Aircraft

(A) OBSERVATION: It was observed during a special inspection that corrosion was evident on the underside of O-1 aircraft from station 00:00 to station 98:50, and along the underside of wings at the rocket tube location from station 100:00 to station 118:00.

(B) EVALUATION: Determined to be an unsafe condition that could be a hazard to the safety-of-flight status of the aircraft.

(C) RECOMMENDATION: That all aircraft paint in the fore-mentioned locations be stripped, and the surface inspected for possible corrosion. Further recommend that areas be painted with black anti-corrosion paint.

(D) COMMAND ACTION: All assigned aircraft are being inspected, and where necessary, action in accordance with paragraph "C" above is being initiated.

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12 February 1969

SUBJECT: Operational Report for the 223rd Combat Support Aviation
Battalion for Period Ending 31 January 1969, RCS CSFOR-65 (A1) (U)

(2) Inspection of Bell Crank Brackets on O-1 Aircraft.

(A) OBSERVATION: During a recent month, four bell crank brackets (FSN 1560-197-1171) were found to have the same RED X condition at P.E.. An apparent cause is hard landings which places undue stress at the top of the bell crank bracket.

(B) EVALUATION: If the above named condition is not detected and the brackets break during flight, the aviator could possibly loose the elevator control.

(C) RECOMMENDATION: Recommendations are twofold: That brackets be strengthened, and inspections be made of bell crank brackets by Tech Inspectors (TI) after every suspected hard landing.

(D) COMMAND ACTION: One time inspection of all bell crank brackets has been conducted. In addition, all aviators have received written guidance on the importance of writing up hard landings.

- 4 Incl
1. Organizational Chart
 2. Unit Strengths
 3. Aircraft Status
 4. Operational Statistics


WILLIAM S. BAYER
LTC, AD
Commanding

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- 7 CO, 17th CAG, ATTN: AVGD-SC, APO 96240

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AVBACB-SC (12 Feb 69) 1st Ind

SUBJECT: Operational Report of 223rd Combat Support Aviation Battalion
for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

Headquarters, 17th Combat Aviation Group, APO 96240 24 February 1969

TO: Department of The Army, (ACSFOR, DA), Washington D.C. 20310
Commanding General, I Field Force Vietnam, APO 96350
Commanding Officer, 223rd Combat Support Aviation Battalion,
APO 96238

1. (U) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the contents as stated except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section 1, Operations: Significant activities.

(1) Paragraph 1a, General, page 1. The General Order implementing reorganization should be: GO 771, Headquarters United States Army Pacific, 22 November 1968.

(2) Paragraph 1b (1), current status of 223d CSAB personnel (See Inclosure #2), page 3. Authorized strength figures shown at inclosure #2 are authorized by MTOE. Actual authorized strength is established by Programmed Requisitioning Authority (PRA). At present, the PRA aviator strength is 90% of total battalion MTOE authorized. PRA for individual units have not been established, but are expected o/a 10 March 1969.

(3) Paragraph 1b (2), Significant personnel changes, page 3. Significant activities should be prepared chronologically. Recommend this be accomplished in future reports.

(4) Paragraph 1c, Intelligence, page 4. The intelligence portion covered only the number of sightings by RAC and SAC units. A more comprehensive intelligence picture could have been presented by providing data in the following areas: Number of aircraft hit by hostile fire, number of aircraft destroyed by hostile fire, enemy attacks on installations where 223rd aircraft are based with a summary of casualties and damage and a brief synopsis of the contribution the unit is making in the war effort.

b. Section 2, Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

(1) Paragraph 2b, Operations, Infrared Surveillance Targets, page 6. Concur: Provided the target area lends itself to strip flying. Aviation Commanders must continue to advise the supported unit of the capabilities and limitations of the aviation equipment. Mission accomplishment continues to be overriding and is a compromise between aircraft/crew capabilities and nature of target-desired results.

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AVBACB-SC (12 Feb 69) 1st Ind 22 Feb 69

SUBJECT: Operational Report of 223rd Combat Support Aviation Battalion
for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

(2) Paragraph 2e, Logistics, Avionics Supply, page 7. Concur:
A country wide shortage of spare repair items apparently exist. This
headquarters is investigating the possibility of obtaining additional
repair items.

(3) Paragraph 2f, Organization Maintenance Line Chief, page 8.
Concur: Unit is preparing a change to authorized MTOE.

(4) Paragraph 2g (1), Maintenance Corrosion on O-1 Aircraft, page
8. Concur with corrective action. 1st Aviation Brigade has been
informed of our actions to correct the problem.

(5) Paragraph 2g (2), Inspection of Bell Crank Brackets on C-1
Aircraft, page 9. Unit is submitting EIR. Recommend this condition
be passed to other units having O-1 aircraft.

FOR THE COMMANDER:

Marc L. Tumas

MARC L. TUMAS
CPT, ADA
Adjutant

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AVFA-GC-OT (12 Feb 69) 2d Ind
SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

DA, Headquarters, I Field Force Vietnam, APO 96350 4 MAR 1969

TO: Commanding General, 1st Aviation Brigade, APO 96384

(U) This headquarters has evaluated subject report and concurs as
indorsed.

FOR THE COMMANDER:

Arthur B. Busbey
ARTHUR B. BUSBEY, JR.
Colonel, AGC
Adjutant General

Cy furn:
17th Avn Gp

AVBAGC-O (12 Feb 69) 3d Ind
SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

15 MAR 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

1. This Headquarters has reviewed this report, considers it to be adequate and concurs with the contents as indorsed, except as noted below.

2. The following additional comments are considered pertinent:


a. Paragraph 2b, Page 6. Concur in the basic concept of flying strip targets as opposed to area targets; however, the size of the target is determined by the EEI and the tactical situation. It may be necessary to fly area targets to secure the desired coverage. This area coverage can be obtained with the same degree of accuracy and surprise by varying the technique utilized to obtain the desired information, i.e., fly one strip or segment of the target area and return at a later time to fly a parallel area.

b. Paragraph 2f, Page 8. 1st Aviation Brigade letter, Subject: Standardized MTOE comments, dated 12 February 1969, was forwarded to all units to obtain recommendations concerning the accuracy and adequacy of the new standardized MTOEs. Evaluation of the responses of this letter, coupled with ORLL input will provide data for correcting deficiencies in present MTOEs.

c. Paragraph 2g(1), Page 8. Concur. 17th Combat Aviation Group notified their subordinate units. G-4, 1st Aviation Brigade, will notify other groups of corrosion on O-1 aircraft.

d. Paragraph 2g(2), Page 9. Concur. 1st Aviation Brigade Maintenance Officer will notify O-1 units of the condition outlined which dictates more frequent inspections of bell crank brackets, FSN 1560-197-1171.

FOR THE COMMANDER:


DAVID R. ANDERSON
Ct, AGC
Asst. AG

AVHGC-DST (12 Feb 69) 4th Ind
SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 2 8 MAR 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1969 from Headquarters, 223d Combat Support Aviation Battalion.

2. Comments follow:

a. Reference item concerning Logistics: Avionics Supply, page 7, paragraph 2e; concur. Low density OV-1 surveillance and navigation systems are, in many cases, beyond the maintenance capability of this command. Action has been taken to improve availability of these systems by increasing maintenance float levels, improving the DS and CS maintenance capability, and reducing turn-around time of the repair and return to user program.

b. Reference item concerning Mission: Corrosion on O-1 Aircraft, page 8, paragraph 2g(1); concur. Comments have been forwarded to 34th General Support Group for inclusion in maintenance newsletter. The USA Aviation Materiel Command (USAAVCOM) representative at USARV has been appraised of the problem.

c. Reference item concerning Inspection of Bell Crank Brackets on O-1 Aircraft, page 9, paragraph 2g(2); concur. The item has been forwarded to 34th General Support Group for inclusion in a maintenance newsletter.

FOR THE COMMANDER:

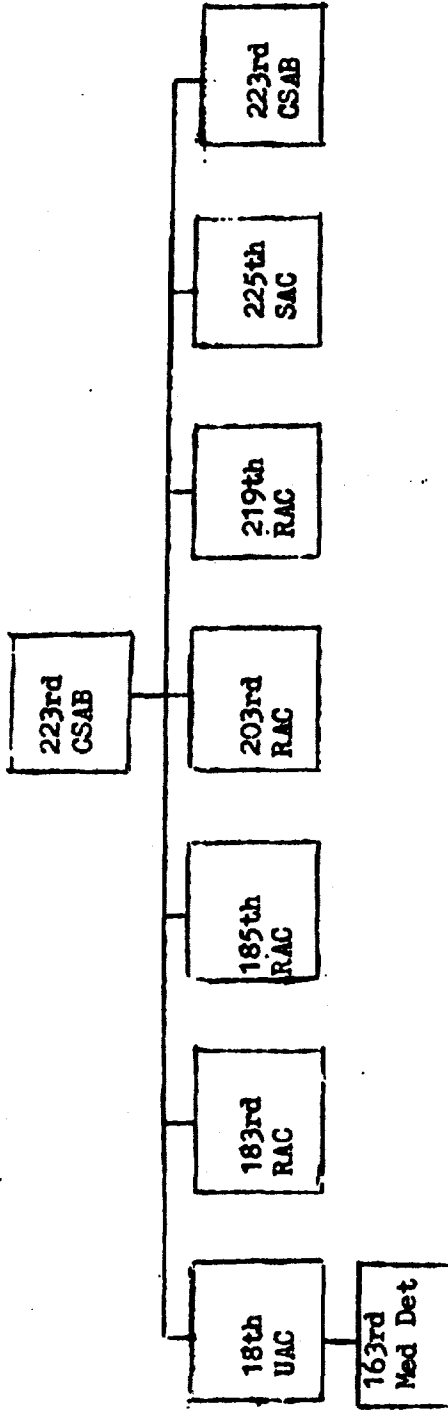


C. D. WILSON
1LT, AGC
Assistant Adjutant General

Cy furn:
223d Combat Spt Avn Bn
1st Avn Bde

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ORGANIZATIONAL CHART



UNIT

223rd Combat Support Aviation Battalion

18th Utility Airplane Company

163rd Medical Detachment

183rd Reconnaissance Airplane Company

185th Reconnaissance Airplane Company

203rd Reconnaissance Airplane Company

219th Reconnaissance Airplane Company

225th Surveillance Airplane Company

LOCATION

Qui Nhon

Qui Nhon

Qui Nhon

Dong Ba Thien

Ban Me Thout

Phu Hiep

Pleiku

Phu Hiep

APO

96238

96238

96238

96377

96297

96316

96318

96316

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UNIT STRENGTHS AS OF 31 JANUARY 1969

1. Military

SUBORDINATE UNIT	OFFICER		WO		EM		TOTAL	
	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
HHC	19	14	3	1	87	89	109	102
18th UAC	16	14	24	18	139	175	179	207
183rd RAC	32	26	2	2	90	94	124	122
185th RAC	32	26	2	1	90	94	124	121
203rd RAC	32	22	2	5	90	89	124	116
219th RAC	41	32	2	2	104	119	147	153
225th RAC	19	15	22	7	291	285	332	307
223rd CSAB	191	149	57	36	891	945	1139	1128

2. Civilian

SUBORDINATE UNIT	DAC		VH		3D NATL		CONTRACTOR
	Auth	O/H	Auth	O/H	Auth	O/H	
HHD	0	0	2	2	0	0	0
18th UAC	0	0	14	16	0	0	0
183rd RAC	0	0	11	9	0	0	0
185th RAC	0	0	8	7	0	0	0
203rd RAC	0	0	0	0	0	0	0
219th RAC	0	0	8	8	0	0	0
225th SAC	6	5	11	10	0	2	0
223rd CSAB	6	5	54	52	0	2	0

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AIRCRAFT STATUS

31 January 1969

Subordinate Unit	O-1		U-6A		U-1A		OV-1	
	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
223rd CSAB, Hq	0	0	1	1	0	0	0	0
18th UAC	0	0	0	0	16	16	0	0
183rd RAC	24	25	1	1	0	0	0	0
185th RAC	24	24	1	1	0	0	0	0
203rd RAC	24	24	1	1	0	0	0	0
219th RAC	32	32	1	1	0	0	0	0
225th SAC	0	0	1	1	0	0	18	18
223rd CSAB	104	105	6	6	16	16	18	18

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OPERATIONAL STATISTICS
AS OF 31 JANUARY 1969

SUBORDINATE UNIT	SORTIES FLOWN	PAX LIFTED	CARGO LIFTED (TONS)	ENEMY KIA	STRUCTURES DAM DEST	SANPANS DAM DEST	*AIRCRAFT DAMAGE	*AIRCRAFT CONFIRMED LOST
HHD	238	104	2	0	0	0	0	0
13th UAC	3785	10411	330	0	0	0	2	1
183rd RAC	4250	137	0	0	2	1	0	0
185th RAC	3620	0	0	0	0	0	2	0
203rd RAC	5096	0	0	0	23	4	1	1
219th RAC	8223	0	0	0	0	0	1	2
225th RAC	991	0	0	0	0	0	1	0
223rd CSAB	26,203	10,652	332	0	25	4	7	4

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* Aircraft Damaged

- 18th UAC - Two (2) U-1A
- 195th RAC - Two (2) O-1G
- 203rd RAC - One (1) O-1G
- 219th RAC - One (1) O-1G
- 225th SAC - One (1) OV-1C

* Aircraft Lost

- 18th UAC - One (1) U-1A
- 203rd RAC - One (1) O-1G
- 219th RAC - One (1) O-1G
- One (1) O-1D

UNCLASSIFIED

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WAS AN INTERESTING STORY

OF RESEARCH AND DEVELOPMENT

IN THE FIELD OF

SCIENCE AND TECHNOLOGY

AND THE RESULTS OF

THESE RESEARCHES

WERE OF GREAT IMPORTANCE